

12-20-06

Dear Mr. Avila -

Enclosed is a request
and petition from our
neighborhood.

We will appreciate
your attention to this
matter.

Please send all
communication to:

Elaine L. Johnson
629 E. 3420 No.

Lehi, UT 84043

(801) 768- 8182

Cell (801) 735- 8748

Respectfully,

Thank you - Elaine L Johnson

Resolution No. 12-12-06

Resolved, That the Lehi Mayor and City Council put their stamp of approval on the request of residents and owners of businesses and schools for UDOT to build a barrier wall on the South Side of State Route 92 from 600 East to 1200 East in Lehi,

Whereas, Project SR 92: Lehi to Highland will expand the highway from a two-lane highway to a four-lane highway to eventually a six-lane highway,

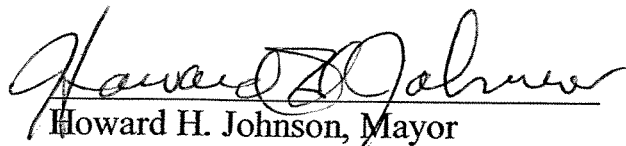
Whereas, this expansion will increase traffic dramatically going East and West,

Whereas, this escalation in traffic will result in unbearable noise as well as create a potential danger to Senior Citizens living within Brookhaven Villas and to the children attending schools within the designated boundaries,

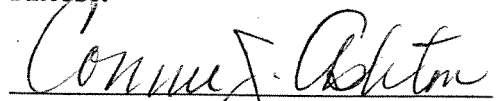
Whereas, 99.9 percent of all residents, business owners, and school owners signed the petition requesting the barrier wall,

NOW THEREFORE BE IT RESOLVED THAT, the Mayor and City Council of Lehi City put their stamp of approval on this exceptionally important request for a barrier wall either in the form of a dirt berm (10 to 12 feet high) with evergreen trees (preferably pine) or an equally high concrete wall.

Date 12-14-06


Howard H. Johnson, Mayor
Lehi City Corporation

Attest:


Connie J. Ashton, City Recorder
Lehi City Corporation

December 4, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

- As Homeowners in the City of Lehi, residing in the Brookhaven Villas
- As Owner (Harold Irving) of Brooks Meadows Development
- As Board President (Ava Jacklin) of Renaissance Academy (Charter School)
- As Owner (John Lant) of Learning Dynamics Preschool, and
- As Administrator (Pat Hansen) of Alpine Pediatrics,

We are requesting a **sound barrier wall** be installed on the **SOUTH SIDE OF SR 92 HIGHWAY from 600 East to 1200 East in Lehi City. This Sound Barrier Wall can be constructed as a DIRT BERM (10 to 12 feet high) WITH EVERGREEN TREES ON TOP OR AS A CONCRETE WALL.**

SR 92 is already **too noisy** for **Residential and School areas**, but with the expansion of this highway, eventually to six lanes, and with traffic increasing daily, the noise will escalate to unbearable levels. Not only will this wall deaden the noise for those living and working within the above locale but also the wall will give a **sense of security** to **Senior Citizens** living within Brookhaven Villas and to the **School Children** who are attending school within the designated boundaries.

We, the undersigned petitioners, **request you grant this Sound Barrier Wall on the SOUTH SIDE OF SR 92 FROM 600 EAST TO 1200 EAST AS YOU WIDEN THIS HIGHWAY IN THE COMING MONTHS.**

Sincerely,

The Undersigned Petitioners



Brookhaven Villas

For the Young at Heart

A carefree 55 and better community

Lot #	Homeowner Name	Address	Homeowner's Signature
#101	Gwen Hopkin	664 East 3230 North	Gwen Hopkin
#102	Ivan & Louella Hall	654 East 3230 North	Ivan & Louella Hall
#103	Robert & Linda Jefferies	644 East 3230 North	Robert & Linda Jefferies
#104	Gwen Maughan	634 East 3230 North	Gwen Maughan
#105	Gary & Jacqueline Cuthbert	624 East 3230 North	Gary & Jacqueline Cuthbert
#106	John & Judy Kingsford	3227 North 620 East	John & Judy Kingsford
#107	Bruce & Lorraine Baumbach	3239 North 620 East	Bruce & Lorraine Baumbach
#108	Jim & Jo Anne Young	3251 North 620 East	Jim & Jo Anne Young
#109	Hector & Ximena Rodriguez	3263 North 620 East	Ximena Rodriguez
#110	Kay & Gail Smith	3275 North 620 East	Kay & Gail Smith
#111	Dave & Deanna Stubbs	3287 North 620 East	Dave & Deanna Stubbs
#112	Ted & Sharon Thaxton	3311 North 620 East	Ted & Sharon Thaxton
#113	Taylor & Darlene Mortensen	3325 North 620 East	Taylor & Darlene Mortensen
#114	Bettie Mortensen	3335 North 620 East	Bettie Mortensen
#115	Paul & Bobbie Petersen	3349 North 620 East	Paul & Bobbie Petersen
#116	Oliver & Velda Welton	3359 North 620 East	Oliver & Velda Welton
#117	Sheron D & Frances Fielding	3373 North 620 East	Sheron D & Frances Fielding
#118	Joan Kaylor	3383 North 620 East	Joan Kaylor
#119	Boyd & Candace Nielsen	3421 North 620 East	Boyd & Candace Nielsen
#120	James & Diane Pypor	617 East 3420 North	Diane & Jim Pypor
#121	Howard & Elaine Johnson	629 East 3420 North	Elaine & Howard Johnson
#122	Janet Christiansen	639 East 3420 North	Janet Christiansen
#123	Craig & Karol Smedley	3388 North 660 East	Karol Smedley
#124	Gene & Maxine Bolton	3380 North 660 East	Gene & Maxine Bolton
#125	Gene & Karlene Ashworth	3368 North 660 East	Gene Ashworth
#126	Gordon & Nancy James	3356 North 660 East	Gordon & Nancy James
#127	Dick & Julie Thomas	3344 North 660 East	Dick & Julie Thomas
#128	William & Linda Bush	3332 North 660 East	William & Linda Bush
#129	Rex C. & Marilyn Wright	3320 North 660 East	attached letter (yes)
#130	Sheldon & Gail Hansen	3308 North 660 East	Sheldon & Gail Hansen
#131	Jed & Vickie Ericksen	3307 North 660 East	Vickie & Jed Ericksen
#132	Glen & Mary Colomere	3319 North 660 East	Glen & Mary Colomere
#133	Glenn & Colleen Mott	3331 North 660 East	Glenn & Colleen Mott
#134	Carl & Carol Nielson	3343 North 660 East	Carl & Carol Nielson
#135	David & Diane Tadge	3355 North 660 East	David & Diane Tadge
#136	Clay & Kathy Anderson	3367 North 660 East	Clay & Kathy Anderson
#137	Michael & Margie Draper	3379 North 660 East	Michael & Margie Draper
#138	Richard & Nancy Bowen	3387 North 660 East	Richard & Nancy Bowen
#139	Patricia Owen	3386 North 620 East	Patricia Owen
#140	Leonard & Deloris Moon	3374 North 620 East	See attached sheet (yes)
#141	Beth Boyer	3362 North 620 East	Beth Boyer
#142	Norma Ahlstrom	3350 North 620 East	Norma Ahlstrom
#143	Paul & Elaine Crandal	3338 North 620 East	Elaine H. Crandal
#144	Jay & Lovina Harker	3326 North 620 East	Lovina & Jay Harker
#145	Lynn & Nyla Healey	3314 North 620 East	Lynn & Nyla Healey
#146	Don & Vicci Hartsfield	3302 North 620 East	Don & Vicci Hartsfield
#147	John & Gloria Smith	640 East 3280 North	John & Gloria Smith
#148	John & Marsha Hill	630 East 3280 North	attached letter (yes)
#149	Raphael & Janet Tuten	631 East 3230 North	Raphael & Janet Tuten
#150	Brookhaven Model	641 East 3230 North	Brookhaven Model



Brookhaven Villas

For the Young at Heart

A carefree 55 and better community

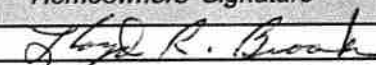

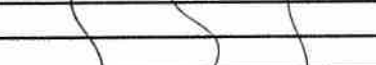
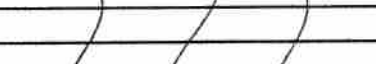
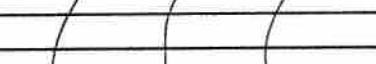
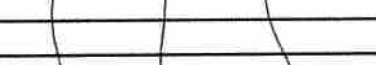
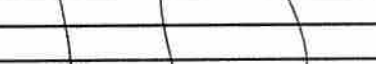
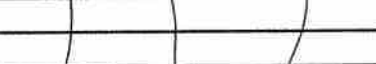
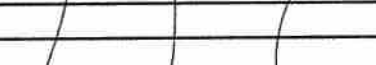
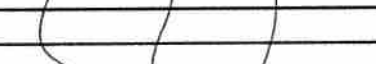
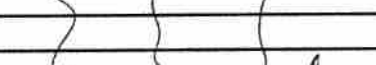
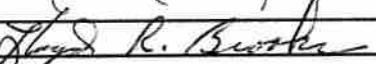
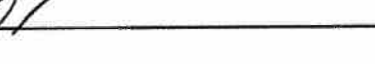







Lot #	Homeowners	Address	Homeowner's Signature
#201	Brookhaven Investment LLC	680 East 3230 North	J. R. Brooke
#202	Brookhaven Investment LLC	690 East 3230 North	
#203	Brookhaven Investment LLC	710 East 3230 North	
#204	Brookhaven Investment LLC	720 East 3230 North	
#205	Brookhaven Investment LLC	730 East 3230 North	
#206	Brookhaven Investment LLC	740 East 3230 North	
#207	Brookhaven Investment LLC	741 East 3230 North	
#208	Brookhaven Investment LLC	731 East 3230 North	
#209	Brookhaven Investment LLC	721 East 3230 North	
#210	Brookhaven Investment LLC	711 East 3230 North	
#211	Brookhaven Investment LLC	691 East 3230 North	
#212	Brookhaven Investment LLC	681 East 3230 North	
#213	Brookhaven Investment LLC	722 East 3280 North	
#214	Brookhaven Investment LLC	732 East 3280 North	
#215	Brookhaven Investment LLC	742 East 3280 North	
#216	Brookhaven Investment LLC	3320 North 750 East	
#217	Brookhaven Investment LLC	3232 North 750 East	
#218	Brookhaven Investment LLC	3246 North 750 East	
#219	Brookhaven Investment LLC	3258 North 750 East	
#220	Brookhaven Investment LLC	3270 North 750 East	
#221	Brookhaven Investment LLC	3284 North 750 East	
#222	Brookhaven Investment LLC	3294 North 750 East	
#223	Brookhaven Investment LLC	3301 North 750 East	
#224	Brookhaven Investment LLC	3302 North 700 East	
#225	Brookhaven Investment LLC	3316 North 700 East	
#226	Brookhaven Investment LLC	3328 North 700 East	
#227	Brookhaven Investment LLC	3342 North 700 East	
#228	Brookhaven Investment LLC	3354 North 700 East	
#229	Brookhaven Investment LLC	3368 North 700 East	
#230	Brookhaven Investment LLC	3380 North 700 East	
#231	Brookhaven Investment LLC	3394 North 700 East	
#232	Brookhaven Investment LLC	3410 North 700 East	
#233	Brookhaven Investment LLC	711 East 3420 North	
#234	Brookhaven Investment LLC	697 East 3420 North	
#235	Brookhaven Investment LLC	687 East 3420 North	
#236	Brookhaven Investment LLC	677 East 3420 North	
#237	Brookhaven Investment LLC	667 East 3420 North	
#238	Brookhaven Investment LLC	657 East 3420 North	
#239	Brookhaven Investment LLC	647 East 3420 North	
#240	Brookhaven Investment LLC	3397 North 700 East	
#241	Brookhaven Investment LLC	3383 North 700 East	
#242	Brookhaven Investment LLC	3371 North 700 East	
#243	Brookhaven Investment LLC	3357 North 700 East	
#244	Brookhaven Investment LLC	3345 North 700 East	
#245	Brookhaven Investment LLC	3331 North 700 East	
#246	Brookhaven Investment LLC	3319 North 700 East	
#247	Brookhaven Investment LLC	3305 North 700 East	J. R. Brooke



Brookhaven Villas

For the Young at Heart

A carefree 55 and better community

Lot #	Homeowner Name	Address	Homeowners' Signature
#301	Brookhaven Investments LLC	Not Yet Assigned	                   
#302	Brookhaven Investments LLC	Not Yet Assigned	
#303	Brookhaven Investments LLC	Not Yet Assigned	
#304	Brookhaven Investments LLC	Not Yet Assigned	
#305	Brookhaven Investments LLC	Not Yet Assigned	
#306	Brookhaven Investments LLC	Not Yet Assigned	
#307	Brookhaven Investments LLC	Not Yet Assigned	
#308	Brookhaven Investments LLC	Not Yet Assigned	
#309	Brookhaven Investments LLC	Not Yet Assigned	
#310	Brookhaven Investments LLC	Not Yet Assigned	
#311	Brookhaven Investments LLC	Not Yet Assigned	
#312	Brookhaven Investments LLC	Not Yet Assigned	
#313	Brookhaven Investments LLC	Not Yet Assigned	
#314	Brookhaven Investments LLC	Not Yet Assigned	
#315	Brookhaven Investments LLC	Not Yet Assigned	
#316	Brookhaven Investments LLC	Not Yet Assigned	
#317	Brookhaven Investments LLC	Not Yet Assigned	
#318	Brookhaven Investments LLC	Not Yet Assigned	
#319	Brookhaven Investments LLC	Not Yet Assigned	
#320	Brookhaven Investments LLC	Not Yet Assigned	
#321	Brookhaven Investments LLC	Not Yet Assigned	

HOMEOWNER LIST BROOKS MEADOWS SOUND BARRIER PETITION

[illegible]



3435 North 1120 East, Lehi, UT 84043 ph.801.768.4202

December 8, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila,

Renaissance is a school located at 3435 North 1120 East in Lehi. Our playground area backs up to the canal which is directly south of SR92. We are concerned with the increased noise level once the highway is expanded. In behalf of the Board of Directors, I would like to request a sound barrier be constructed on the south side of SR92 between 600 East and 1200 East in order to reduce the noise and disruption caused by increased lanes and increased traffic.

This barrier will not only reduce noise but will give our children a greater sense of security and safety while they are away from home. We request that this sound barrier be constructed at the same time that the expansion is taking place on the highway.

Please consider our request and know that our concern is for the safety and well being of our students, parents, and faculty.

Sincerely,

A handwritten signature in black ink that reads 'Ava Jacklin'. The signature is fluid and cursive, with a long, sweeping underline.

Ava Jacklin
President, Board of Directors
Renaissance Academy

1912 West 930 North
Pleasant Grove, Utah 84062
(801) 492-1999 phone
(801) 492-1991 fax



1307 N. Commerce Drive, Ste. 120
Saratoga Springs, Utah 84043
(801) 922-9222 phone
(801) 922-9221 fax

December 7, 2006

Dan Avila
Utah Department of Transportation
4501 South 2700 West
Mail Stop 141200
Salt Lake City, UT 84114-1200

Dan,

This letter is a request for a sound barrier to be installed between 600 East and 1200 East along the Alpine Highway in Lehi. We are building a medical facility located at 3250 North 1120 East, and are concerned with the level of noise in that area.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Hansen", is written over the word "Sincerely,". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Pat Hansen, Administrator

David S. Johnson, M.D.
Brett K. Knorr, M.D.
D. Todd Whiting, M.D.

Greg M. Pavich, M.D.
Bradley C. Arnold, M.D.
William F. Edwards, M.D.
Beverly L. Vargo, M.D.

Jeff H. Abram, PA-C
Cathy G. Caldwell, PA
Heather Benally, PA-C

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila,

Our LEARNING DYNAMICS ACADEMIC PRESCHOOL, located at 3335 North 1120 East, Lehi City, is in very close proximity to the SR92 Highway. At the present time it is very noisy with two lanes of traffic. We are extremely concerned about the greatly increased noise level that will come with the expansion of this highway.

This letter is our request that a sound barrier wall between 600 East and 1200 East in Lehi City be installed on the south side of SR92 as this highway is expanded.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie Nelson", with a long horizontal flourish extending to the right.

LEARNING DYNAMICS ACADEMIC PRESCHOOL
Leslie Nelson, Director

December 8, 2006
3320 No 660 East
Lehi, Ut. 84043

Mr. Dan Avila
Project Manager
UDOT

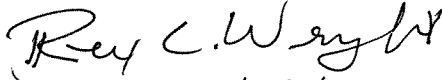

Dear Sir,

I am writing this letter requesting that a 'sound barrier' be installed between 600 East and 1200 East in Lehi along the south side of the SR92 highway.

We are residents of the Brookhaven Villas development and reside at 3320 No. 660 East.

Your attention to this matter will be appreciated.

Sincerely,



Rex & Marilyn Wright

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User: **booshe**

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Subject: RE: Century 21 All Pros**From:** "len moon" <len_moon@hotmail.com>**Date:** Wed, December 13, 2006 1:34 pm**To:** booshe@wfrmls.com**Priority:** Normal**Options:** View Full Header | View Printable Version | Add to Addressbook | View as HTML

We agree but don't know how to sign the sheet. We authorize you to do it.
Len & Dee Moon

From: Century 21 All Pros
Reply-To:
To: len_moon@hotmail.com
Subject: Century 21 All Pros
Date: 13 Dec 2006 10:05:21 -0700
DEVICE NAME: Century 21 All Pros
DEVICE MODEL: AR-BC320
LOCATION:

FILE FORMAT: PDF G4
RESOLUTION: 150 dpi x 150 dpi

Attached file is scanned image in PDF format.
This file can be read by Adobe Acrobat Reader.
The reader can be downloaded from the following URL:
<http://www.adobe.com/>

>

[Download this as a file](#)**Attachments:**

100_1165.JPG

981 k

[image/jpeg]

Download

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Move to: **INBOX**

Move

19 December 2006

To: Dan Avila, Project Manager
Utah Department of Transportation

Dear Sir:

This letter is a request for a sound barrier wall of some sort to be installed between 600 East and 1200 East along the south side of Highway SR 92 in Lehi.

We will have two residences in that area and request your kind attention to this matter.

Sincerely yours,
John R. Hill, President
Marsha E. Hill
South Africa Missionary Training Center

December 4, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

- As Homeowners in the City of Lehi, residing in the Brookhaven Villas
- As Owner (Harold Irving) of Brooks Meadows Development
- As Board President (Ava Jacklin) of Renaissance Academy (Charter School)
- As Owner (John Lant) of Learning Dynamics Preschool, and
- As Administrator (Pat Hansen) of Alpine Pediatrics,

We are requesting a **sound barrier wall** be installed on the **SOUTH SIDE OF SR 92 HIGHWAY** from **600 East to 1200 East in Lehi City**. This Sound Barrier Wall can be constructed as a **DIRT BERM (10 to 12 feet high) WITH EVERGREEN TREES ON TOP OR AS A CONCRETE WALL**.

SR 92 is already **too noisy** for **Residential and School areas**, but with the expansion of this highway, eventually to six lanes, and with traffic increasing daily, the noise will escalate to unbearable levels. Not only will this wall deaden the noise for those living and working within the above locale but also the wall will give a **sense of security** to **Senior Citizens** living within Brookhaven Villas and to the **School Children** who are attending school within the designated boundaries.

We, the undersigned petitioners, **request you grant this Sound Barrier Wall on the SOUTH SIDE OF SR 92 FROM 600 EAST TO 1200 EAST AS YOU WIDEN THIS HIGHWAY IN THE COMING MONTHS**.

Sincerely,

The Undersigned Petitioners

1-3-06
Dear Mr. Avila -
Please add the enclosed letter to our
above request and petition sent in
previously. Thank you, Elaine L. Johnson
628 E. 3420 No.
(801) 725-8748
From: John and Marsha Hill

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

MISSIONARY TRAINING CENTRE

P.O. Box 6228
Ansfre
Gauteng 1711
South Africa
Tel: (011) 758-6611/6
Fax: (011) 758-6630

19 December 2006

To: Dan Avila, Project Manager
Utah Department of Transportation

Dear Sir:

This letter is a request for a sound barrier wall of some sort to installed between 600 East and 1200 East along the south side of Highway SR 92 in Lehi.

We will have two residences in that area and request your kind attention to this matter.

Sincerely yours,
John R. Hill, President
Marsha E. Hill
South Africa Missionary Training Center

September 22, 2007

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 west
Orem, Utah 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR 92, LEHI TO HIGHLAND

As homeowners in the Brookhaven Villas residing in Lehi, Utah, we are requesting that a sound barrier wall be installed on the south side of the SR 92 Highway from 600 to 1200 East in Lehi City. The sound barrier wall can be constructed as a dirt berm, 10 to 12 feet high with evergreen trees on top, or as a concrete wall as far as we are concerned.

State Road 92 is already too noisy for residential and school areas, but with the expansion of the highway, eventually to six lanes and with traffic increasing daily, the noise will become unbearable for those of us who live here. This sound barrier will provide a needed shield to the sound from the highway and some sense of security to us as senior citizens and for the school children in the nearby charter school.

We, the undersigned petitioners, request that you grant this sound barrier wall, or berm, on the south side of SR 92 from 600 East to 1200 East as you widen this highway in the coming months.

Sincerely,



William S. and Linda H. Bush
3332 N 660 E
Lehi, Utah 84043
801-766-4616
will3332@comcast.net

September 18, 2007

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila,

Last February, my husband and I moved in to Brookhaven Villas. We have recently become aware of the discussion by UDOT about the expansion of SR92 because of increased traffic due to new construction and the expansion of employees by Intel/Micron. We would like to be actively involved in this decision and would like our voice heard as this expansion directly affects our community.

SR92 is already too noisy for residential and school areas, but with the expansion of SR92 to six lanes of traffic, the noise will become unbearable for those directly affected if careful planning and consideration are not factored into the decisions that will be made concerning this project.

We would request that you seriously consider that a sound barrier be constructed as a dirt berm (10 to 12 feet high) with evergreen trees and vegetation on top to muffle the sounds. We would like this berm constructed on the south side of SR92 between 600 East and 1200 East in Lehi city. Not only would this wall deaden the noise for those living and working in the area, but it would also give a sense of security to the senior citizens living in Brookhaven Villas and to the school children who are attending the school within the designated boundaries.

We thank you for your consideration in this matter. We will be attending the meeting scheduled on 9/19/07 at Micron/Intel.

Sincerely,

Kent and Debbie Dow

Mr. Don Avila

Project Manager

UDOT Region Three Office

658 North 1500 West

Orem, UT 84057

Re: Project SR92: Lehi to Highland

September 19, 2007

Dear Mr. Avila:

As homeowners in the Brookhaven Villas, we are naturally concerned about the highway improvements and how they will affect us in our neighborhood. Earlier we signed a petition to have a sound barrier wall on the South side of SR 92 Highway from 600 East to 1200 East in Lehi City. We are writing this letter to reaffirm our desire for this to happen.

As a neighborhood, we decided we would like to have a dirt berm with evergreen trees on top or a concrete wall. We have since investigated the idea of a depressed expressway with a grade separation. The expressway should be built to carry the projected number of cars to use the road for 30 years. If you build it for half that number and plan on Lehi streets to assimilate the other half—we will be in big trouble. Lehi does not have enough roads wide enough to do that and they are too busy now.

We appreciate your consideration in this matter.

Sincerely,



Taylor and Darlene Mortensen

Bettie Mortensen 

December 4, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

- As Homeowners in the City of Lehi, residing in the Brookhaven Villas
- As Owner (Harold Irving) of Brooks Meadows Development
- As Board President (Ava Jacklin) of Renaissance Academy (Charter School)
- As Owner (John Lant) of Learning Dynamics Preschool, and
- As Administrator (Pat Hansen) of Alpine Pediatrics,

We are requesting a **sound barrier wall** be installed on the **SOUTH SIDE OF SR 92 HIGHWAY** from 600 East to 1200 East in Lehi City. **This Sound Barrier Wall can be constructed as a DIRT BERM (10 to 12 feet high) WITH EVERGREEN TREES ON TOP OR AS A CONCRETE WALL.**

SR 92 is already **too noisy** for **Residential and School areas**, but with the expansion of this highway, eventually to six lanes, and with traffic increasing daily, the noise will escalate to unbearable levels. Not only will this wall deaden the noise for those living and working within the above locale but also the wall will give a **sense of security** to **Senior Citizens** living within Brookhaven Villas and to the **School Children** who are attending school within the designated boundaries.

We, the undersigned petitioners, **request you grant this Sound Barrier Wall on the SOUTH SIDE OF SR 92 FROM 600 EAST TO 1200 EAST AS YOU WIDEN THIS HIGHWAY IN THE COMING MONTHS.**

Sincerely,

The Undersigned Petitioners

Margaret Beth Boyer



**3335 North 1120 East
Lehi, UT 84042
331-6700**

Mrs. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

September 18, 2007

Dear Mr. Avila,

Our LEARNING DYNAMICS PRESCHOOL, located at 3335 North 1120 East, Lehi is in very close proximity to the SR92 Highway. At the present time it is very noisy with two lanes of traffic. We are concerned about the greatly increased noise level that will come with the expansion of this highway.

This letter is our request that a sound barrier wall between 600 East and 1200 East in Lehi City be installed on the south side of SR92 as this highway is expanded. This wall can be a dirt berm (10-12 feet high) with evergreen trees on top or, as a concrete wall.

SR92 is already too noisy for residential and school areas, but with the proposed expansion the noise level will escalate to unbearable levels. This wall will help deaden the sound for those of us living and working in this area.

Your consideration on this subject is appreciated.

Sincerely,

Leslie Nelson
Director, Learning Dynamics Preschool

December 4, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

- As Homeowners in the City of Lehi, residing in the Brookhaven Villas
- As Owner (Harold Irving) of Brooks Meadows Development
- As Board President (Ava Jacklin) of Renaissance Academy (Charter School)
- As Owner (John Lant) of Learning Dynamics Preschool, and
- As Administrator (Pat Hansen) of Alpine Pediatrics,

We are requesting a **sound barrier wall** be installed on the **SOUTH SIDE OF SR 92 HIGHWAY** from 600 East to 1200 East in Lehi City. This Sound Barrier Wall can be constructed as a **DIRT BERM (10 to 12 feet high) WITH EVERGREEN TREES ON TOP OR AS A CONCRETE WALL.**

SR 92 is already **too noisy** for **Residential and School areas**, but with the expansion of this highway, eventually to six lanes, and with traffic increasing daily, the noise will escalate to unbearable levels. Not only will this wall deaden the noise for those living and working within the above locale but also the wall will give a **sense of security** to **Senior Citizens** living within Brookhaven Villas and to the **School Children** who are attending school within the designated boundaries.

We, the undersigned petitioners, **request you grant this Sound Barrier Wall on the SOUTH SIDE OF SR 92 FROM 600 EAST TO 1200 EAST AS YOU WIDEN THIS HIGHWAY IN THE COMING MONTHS.**

Sincerely,

The Undersigned Petitioners

Janette Holland
Vigil Dan Holland

September 18, 2007

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila,

Last February, my husband and I moved in to Brookhaven Villas. We have recently become aware of the discussion by UDOT about the expansion of SR92 because of increased traffic due to new construction and the expansion of employees by Intel/Micron. We would like to be actively involved in this decision and would like our voice heard as this expansion directly affects our community.

SR92 is already too noisy for residential and school areas, but with the expansion of SR92 to six lanes of traffic, the noise will become unbearable for those directly affected if careful planning and consideration are not factored into the decisions that will be made concerning this project.

We would request that you seriously consider that a sound barrier be constructed as a dirt berm (10 to 12 feet high) with evergreen trees and vegetation on top to muffle the sounds. We would like this berm constructed on the south side of SR92 between 600 East and 1200 East in Lehi city. Not only would this wall deaden the noise for those living and working in the area, but it would also give a sense of security to the senior citizens living in Brookhaven Villas and to the school children who are attending the school within the designated boundaries.

We thank you for your consideration in this matter. We will be attending the meeting scheduled on 9/19/07 at Micron/Intel.

Sincerely,

Kent and Debbie Dow

September 18, 2007

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

As a follow-up letter to the letter we directed to you on December 4, 2006, we as homeowners in Brookhaven Villas are requesting the following features for PROJECT SR92: LEHI TO HIGHLAND:

1. A DEPRESSED EXPRESSWAY WITH A GRADE SEPARATION THAT WILL ACCOMMODATE THE PROJECTED NUMBER OF CARS TO USE THE ROAD FOR 30 YEARS.
2. A SOUND BARRIER WALL ON THE SOUTH SIDE OF THE HIGHWAY FROM 600 EAST TO 1200 EAST. THE DEPRESSED EXPRESSWAY WILL AUTOMATICALLY CREATE A DIRT BERM. THIS DIRT BERM WILL ALLOW EVERGREEN SHRUBS TO BE PLANTED ON THE TOP THAT WILL GIVE PROTECTION TO OUR COMMUNITY AS WELL AS PROVIDE A SOUND BARRIER.
3. BY ADDRESSING THE FUTURE TRAFFIC NEEDS OF LEHI, HIGHLAND, AND ALPINE WITH THIS DEPRESSED EXPRESSWAY, THE STATE WILL IN THE LONG RUN SAVE MONEY.
4. IF THIS DEPRESSED EXPRESSWAY IS NOT BUILT, THE CITIES OF CEDAR HILLS, ALPINE, HIGHLAND, AND LEHI WILL BE CRIPPLED BY OVERCROWDED CITY STREETS THAT WILL CONTRIBUTE TO AN INCREASE IN TRAFFIC ACCIDENTS AS CARS BECOME ENTANGLED IN TRAFFIC JAMS. TRAFFIC ACCIDENTS ARE ALREADY PREVALENT IN THE IM FLASH VICINTY. AS THIS BUSINESS CONTINUES TO INCREASE IN EMPLOYEES, TRAFFIC WILL BECOME MORE ENTANGLED.

Mr. Avila, we, as citizens of Lehi and Brookhaven Villas, strongly encourage UDOT to seriously consider our proposal and to implement it.

Sincerely,


Raphael and Janet M. Tuten

Jessica:

I am Janet Tuten; my husband Ralph and I live in Brookhaven Villas (Lehi), which is located right off the Highland/Alpine highway beginning with 600 East. Another subdivision is being built East of us, along with a Charter School, a Pediatric Clinic, and a Preschool, ending at 1200 East.

I read your email about the meeting on Wednesday, September 19, 2007, with great interest because this highway will have a direct impact on all of us between 600 East and 1200 East.

At the first meeting held a number of months ago, we petitioned UDOT to consider building a dirt berm on the South side of the highway from 600 East to 1200 East. This berm will give protection to us and to the school children and businesses located in this vicinity. In addition, it will cut down tremendously on the noise that will be created by so much traffic, during the day and during the night.

In your memo, I do not see any consideration being given to this request that was submitted to UDOT in petition form by the residents of Brookhaven Villas, the schools, and the businesses, along with the other residential community.

Is this request no longer being considered?

We as a community between 600 East and 1200 East are very much concerned and want to see this petitioned request addressed.

Please let me hear from you on this matter.

Sincerely,

Janet M. Tuten

From: "Green, Jessica" <jgreen@hwlochner.com>
Subject: SR-92 Public Open House - Next Week
Date: Wednesday, September 12, 2007 12:50:33 PM

Do you want to know how many lanes SR-92 will be between I-15 and the mouth of American Fork Canyon? Or whether bike lanes or pedestrian trails will be added to the corridor? The Utah Department of Transportation (UDOT) is evaluating potential alternatives for the SR-92 corridor to address the transportation needs, and we want to hear from you regarding the solutions being considered. UDOT invites you to attend an open house at the following time and location:

When: Wednesday, September 19, 2007
Time: 5:30 to 7:30 p.m.
Where: IM Flash Technologies (previously Micron)
1550 East 3400 North
Building 10 Cafeteria
Lehi, UT

For additional information or to receive ongoing project updates, please contact the project team at the following:

E-mail: sr-92@hwlochner.com

Telephone: (801) 262-8700

Information is also available on the project web site at: www.udot.utah.gov/sr-92.

We look forward to seeing you at the open house.

Jessica M. Green
Public Involvement Coordinator
H.W. Lochner, Inc.
310 East 4500 South, Suite 600
Salt Lake City, Utah 84107
p: 801-262-8700
f: 801-262-8885
jgreen@hwlochner.com
www.hwlochner.com

<<SR-92_single_insert_Sept2007.pdf>>

(Attachments successfully scanned for viruses.)

Attachment 1: (application/octet-stream)

SR-92 Alternatives Open House

Do you want to know how many lanes SR-92 will be between I-15 and the mouth of American Fork Canyon? Or whether bike lanes or pedestrian trails will be added to the corridor? The Utah Department of Transportation (UDOT) is evaluating potential alternatives for the SR-92 corridor to address the transportation needs, and we want to hear from you regarding the solutions being considered. UDOT invites you to attend an open house at the following time and location:

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E-mail: sr-92@hwlochner.com

Telephone: (801) 262-8700

Information is also available on the project web site at:
www.udot.utah.gov/sr-92.

We look forward to seeing you at the open house.

RE: S R 92 OPEN HOUSE

We hope you will take time to be at this very important open house. I think it is the last public input meeting. The more times we voice our ideas and requests—the better!

We suggest you write you own letters and deliver them to the appropriate place at the open house—or send them. (Name and address on enclosed letter.)

However—it will be important we have a great representation from our area.

Enclosed is a copy of our letter delivered last December to UDOT which states our request at that time. Please reiterate this request.

SOME OTHER THOUGHTS:

We like the idea of a **“depressed expressway with a grade separation.”**

The expressway should definitely be built to carry the projected number of cars to use the road for 30 years. If you only build it for half that number and “plan on Lehi streets to assimilate the other half—we are in **big trouble—Lehi does not have enough roads or wide enough roads** to do that and they are too busy now!

December 4, 2006

Mr. Dan Avila
Project Manager
UDOT Region Three Office
658 North 1500 West
Orem, UT 84057

Dear Mr. Avila:

SUBJECT: PROJECT SR92: LEHI TO HIGHLAND

- As Homeowners in the City of Lehi, residing in the Brookhaven Villas
- As Owner (Harold Irving) of Brooks Meadows Development
- As Board President (Ava Jacklin) of Renaissance Academy (Charter School)
- As Owner (John Lant) of Learning Dynamics Preschool, and
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SR 92 is already **too noisy** for **Residential and School areas**, but with the expansion of this highway, eventually to six lanes, and with traffic increasing daily, the noise will escalate to unbearable levels. Not only will this wall deaden the noise for those living and working within the above locale but also the wall will give a **sense of security** to **Senior Citizens** living within Brookhaven Villas and to the **School Children** who are attending school within the designated boundaries.

We, the undersigned petitioners, **request you grant this Sound Barrier Wall on the SOUTH SIDE OF SR 92 FROM 600 EAST TO 1200 EAST AS YOU WIDEN THIS HIGHWAY IN THE COMING MONTHS.**

Sincerely,

The Undersigned Petitioners

Comments on Transportation Proposals for northern Utah County

I have consolidated my comments on the various projects that recently underwent public review. The reason I have done this is that the main problem in all these projects is the same: a lack of coordination and a comprehensive approach to the congestion and mobility issues these projects are intended to address. This is especially evident when all the projects terminate at or near Interstate 15. Although I-15 is the backbone of the transportation, dumping the traffic from major roads onto it at various interchanges will only increase congestion. For smoother traffic, thoroughfares should be designed to intersect with the interstate, not end there.

The best example of this is the proposed termini for the Mountain View Highway. The proposal to site the terminus at 4800 North in Lehi would combine the traffic from the interstate and the highway, which would create a complete bottleneck between 4800 North and State Route (SR) 92.

Equally, the proposal on 2100 North lacks the same foresight. The highway, as currently proposed just dumps its traffic onto the interstate. The interchange ends without connecting to any useful road east of the interstate. The connection to 1500 East is flawed as it only leads back north to SR 92 near its interchange with the interstate. That would also create a bottleneck. Although an arterial along 2100 North is in the 30 year transportation plan, there is no connection to it; it is not even mentioned in any of the project proposals. We need to start thinking about roads in terms of moving traffic from the Oquirrh to the Wasatch mountains, all the way across the valley.

Ideally, the Mountain View Highway should follow the original route of the “Southern Freeway” along the north shore of Utah Lake. 2100 North, if developed, should be extended from Redwood Road to Canyon Road. American Fork Main Street should also be extended to 1000 South in Lehi. The “Southern Freeway” proposal meeting the interstate at the Pleasant Grove interchange (exit 275) would connect the highway not only with the interstate, but also three major arterials in Utah County: the new Timpanogos Parkway, Pleasant Grove Boulevard, and the recently constructed 700 North in Lindon. Connecting to this interchange would allow the traffic to distribute onto various roads in the county, easing congestion on each.

The major concern with the “Southern Freeway” seems to be the destruction of wetlands along Utah Lake. However, USDOT rules (23 CFR 777) allows for mitigation for wetland loss. It can be easily demonstrated that the current alternatives are not as feasible as the “Southern Freeway” alternative. For the first reason, the “Southern Freeway” is a more direct route; connects at a better interchange, as noted above; does not disrupt an agricultural reserve; does not interrupt railroad and mass transit services; nor creates a road with many twists, turns, and hazards for drivers and adjacent properties. Mitigation could be centered on the Old Mill Pond, a nearby wetland, which could be expanded, and more importantly, set aside as a state wildlife preserve or park, creating a much needed haven in an increasingly urban area. Alternatively, additional wetlands could be constructed on the south end of Utah Lake, such at the mouths of the Provo River or Hobble Creek. In some states, such as Washington, the Department of Transportation is allowed to do mitigation in advance, lessening delays in actual road construction (see the

Revised Code of Washington (RCW) 47.12.330) In the long run, such mitigation should actually increase the environmental quality for migrating waterfowl and other wildlife.

If the “Southern Freeway” is not acceptable, some consideration should be given to bringing the Mountain View in at SR 92. However, this would require one of two actions: (1) construction of the highway over the Thanksgiving Point Golf Course. A separation of grade would be necessary here as the west side of the Golf Course is the Jordan River, which would require a bridge; supports could be designed so as to not interfere with the Golf Course—an example of this would be the western terminus of the Evergreen Point Bridge in Seattle, which crosses the Washington State Arboretum, or (2) using the current frontage road area bring the highway in north of Thanksgiving Point and then down to SR 92.

At any event, whatever road is constructed across southern Lehi should terminate at the Mountain View Highway, not Redwood Road. Additional right of way should be acquired down the west side of Utah Lake prior to development. Not only does this save the state money, it would also provide early notice to developers who then could minimize disruption of residential areas by the road.

Additional roads should be considered to complete a comprehensive transportation system: an extension of SR 92 to the Mountain View Highway, and an extension of Timpanogos Parkway or other north south corridor under Traverse Mountain, through Hog Hollow/Corner Canyon to meet the expanded Highland Drive in Draper. The cost savings of residents in eastern Utah and Salt Lake counties in time and fuel costs would easily compensate for such a highway.

The use of parallel roads across Utah County, both east-west and north-south, would relieve congestion on each, and even reduce strains on the interstate. The need to widen Redwood Road is obvious in this regard. Equally obvious is that these roads are past due. All projects should be conducted such that all roads under discussion, as well as the 2100 North corridor should be completed and in use by 2015 at the latest.

Finally, a quick question on the express lanes proposed for SR 92: would these lanes require a separation of grade in order to avoid the cross streets and traffic lights? Would access to these lanes be restricted to the eastern cities, such as Alpine and Cedar Hills? How would these lanes interact with the regular traffic lanes?

Thank you for your time and attention. If you wish to discuss any of this further, I can be contacted by mail at 1171 N 250 W in American Fork, by calling (801) 763-7921, or at my email: sandman1036@yahoo.com

Respectfully submitted.

William P. Green

January 30, 2008

Dan Avila
UDOT
658 North 1500 West
Orem, Utah 84057

Dan,

RE: Traverse Mountain's Response to the Proposed SR 92 Reconfiguration

I am writing about UDOT's tentatively proposed changes to SR 92. As you have explained matters, UDOT is in a position to provide only "general" information about its plans for SR 92, and UDOT's plans are not finalized. Accordingly, the issues, concerns and recommended changes set forth below represent Traverse Mountain's preliminary attempt to identify key issues while working with changing and limited information. We therefore expect that our concerns and recommended changes to evolve over time as UDOT refines its plans and provides additional information. Below, I have identified additional information that Traverse Mountain wishes to review. Our concerns and recommended changes undoubtedly will change as UDOT provides that information. Finally, nothing in this letter should be construed to waive any of Traverse Mountain's rights under existing agreements with UDOT, Lehi City, or any other party. As you know, Traverse Mountain has a number of contractual rights related to SR 92, including without limitation guaranteed access points. These rights are critical to the continued survival of Traverse Mountain, and we intend to preserve all of our contractual rights without regard to any suggestions or issues set forth in this letter.

The need for more capacity along SR 92 is well documented, and we support change that simultaneously provides additional capacity and meets the needs of local homeowners, businesses and developments like Traverse Mountain. Based on the limited information provided thus far, the proposed SR 92 reconstruction appears to have many fine elements. As you might imagine however, the Traverse Mountain development intensely relies on SR 92 functioning properly, and ill conceived revisions could be economically devastating to our development. We therefore plan to continue diligently reviewing the proposed plan, and ask that you keep us apprised as UDOT changes its plans or as additional information becomes available.

Appropriate expansion of SR 92 is needed to provide capacity for traffic traveling between I-15 and the Highland / Alpine area, and also is necessary to provide efficient ingress and egress along the corridor to the highly intense developments planned along the roadway, the largest of which is Traverse Mountain. The general concept of using express lanes appears to be an excellent solution, though some of the key operations connections are of concern.

Based on the limited information presently available to Traverse Mountain, the following describes our recommended changes to the proposed SR 92 plan. I also have identified specific information Traverse Mountain needs to better evaluate UDOT's plans

Key Issues / Concerns / Recommended Changes:

- The Express Lane connector from SR 92 to I-15 Northbound cuts across Traverse Property and seems to unduly impact the potential development of that site. Why is this connector not further west between the traditional on-ramp and the I-15. The faster speed of the



Express Connector seems to indicate that it is more appropriately located to the left, not right of the traditional on-ramp as this layout will "sandwich" the slower moving on-ramp vehicles between two higher speed flows. **The Express Lane Connector should be relocated to the west of the traditional On-Ramp.**

- The drop-lane to the Express Lane seems to be a possible source of confusion. Since the large, regional draw of Traverse Mountain commercial is to the north, naturally drivers will assume that a left turn movement is needed and should be in the left turn lane. The concern is that if a driver makes a mistake and gets caught in that trap lane, their next point to turn around is at Suncrest. **With the drop-lane concept, besides extensive signage, there needs to be an eastbound exit at Morning Glory (1200 West) to allow this confusion a closer point of return.** This exit-only eastbound ramp should be an inside left turn lane (EBL) so that the exit will only serve the traffic needing to return / enter the commercial areas to the north and therefore does not become a "short-cut" by skipping intersection for traffic traveling east and then wanting to travel south on 1200 West.

Requested Information:

I. General Design Criteria Needs

- a. Cross-sections
- b. Timing/phasing of the project
- c. Lighting
- d. Landscaping
- e. Structure aesthetics
- f. Signage for the Express lanes and Traverse Mountain
- g. Acres of land needed from Traverse Mountain
- h. Impacts/changes to existing roads that serve Traverse Mountain (Frontage Road/Triumph/Morning Glory)
- i. Grades along the routes modified
- j. Drainage Plan / Pond location and sizes
- k. How are Heavy Vehicles being treated (are they allowed on the Express lanes)?
- l. Shoulders on Express lanes or does a flat tire block the route?

II. I-15 Interchanges

General - Need additional information for all three interchanges about the specific Drawing Plans/aesthetics/ connections to frontage roads/timing of the interchanges/funding/Signage

- a. New Lehi North Interchange
 - i. Will this be built prior to the SR 92 reconstruction (when)?
 - ii. Is the funding in place and has this interchange been officially agreed to?
 - iii. How is the interchange connected to the frontage road and how does Traverse Mountain Blvd tie to the interchange, i.e. the roadway plan to the east of the new interchange?
- b. SR 92 Interchange
 - i. Operational issues. In earlier conversations with UDOT for the I-15 project, it was stated that the interchange failed, how has this changed?
 - ii. Why is the express connector to I-15 North passing to the east of the traditional ramp? This cuts across Traverse Mountain Property. It seems more prudent to put this between the on-ramp and I-15 since the Express traffic is traveling at 50+ mph and therefore the higher speed traffic is to the left as in traditional on-ramps. Is this for cost savings reasons to shorten the structure or is there a traffic reason??

- iii. Any closure time expected during construction??
 - iv. What signage is planned for Express Lane Awareness?
 - c. 1200 West / MVC Connection
 - i. Will the widening of 1200 West from the interchange to SR 92 as a 5-lane roadway correspond with the Interchange reconstruction?

III. SR 92 Segments

General - Need additional information for the SR 92 corridor including the specific Drawing Plans/aesthetics/ landscaping/lighting/timing of the staging, when will each section be built/funding/SIGNAGE/Cross-sections of SR 92 and the intersection approaches/retaining wall location and heights/slopes. Also, how was a single Express lane in each direction determined instead of two lanes and what shoulders are planned for disabled vehicles?

- a. I-15 to Frontage Road
 - i. The proposed express lane appears to help in the westbound direction but does not seem to improve eastbound traffic flow for this section. What operational characteristics are seen at the Frontage Road and Interchange?
 - ii. Has there been discussion of the southern approach of the Frontage Road being restricted to a right-in / right-out since the Triumph Blvd South serves the same area?
 - iii. According to the plan scale, the Express lanes go under the Railway and then over the frontage Road in a distance of 400 feet. Provide grade change information on how this design is accomplished.
 - iv. Heavy Truck mitigation. How are Heavy trucks being accommodated along the SR 92 corridor and how are they being discouraged/re-routed to reduce their impacts on capacity?
 - v. Is the Frontage Road approach being reconstructed?
- b. Frontage Road to Triumph
 - i. Grade – does the Triumph Intersection get relocated elevation wise?
 - ii. Is there any additional ROW / widening of Triumph at the SR 92 intersection?
 - iii. Signage to entrance of Express Lane
 - iv. Cross-section / profiles
 - v. Where are the Heavy Vehicles allowed?
- c. Triumph to Road B
 - i. Are there any concerns of weaving for the westbound Express Lane exit? If they are exiting here, it is to access Traverse Mountain or continue west or get to I-15 South. If this is the case, would it be better to bring them up in the left lane back prior to Morning Glory / 1200 West so they could take a westbound left on 1200 West if traveling to the south, or provide more weaving distances if accessing Triumph Boulevard or the Frontage Road? Or was this a conscious decision and why?
- d. Road B to Morning Glory
 - i. Add the eastbound slip-off ramp that becomes a second inside left turn lane for eastbound left turns to the north.
- e. Morning Glory to Road F
 - i. No Comments at this time

Respectfully,

Stephen L Christensen

RECEIVED

JAN 25 2008

R3 Project Manager



TRAVERSE MOUNTAIN™.

Connected to life.™

January 24, 2008

Dan Avila
UDOT
658 North 1500 West
Orem, Utah 84057

Dan,


On January 17, 2008 I sent you an email requesting another meeting regarding UDOT's plan to take Traverse Mountain property in connection with the planned expansion of SR-92. I indicated in that email that during our previous conversations, we had focused on UDOT's plan to acquire property from Traverse Mountain located on the South side of SR-92. After our last meeting, and after reviewing additional information regarding the project, it appears that UDOT's plan includes taking property and perhaps easements on the North side of SR-92 as well.

We have asked our engineer, Matt Brown, to attend this new meeting with UDOT to help us understand the impact of UDOT's plan on our master planned community. In Lori's email yesterday, we requested parcel numbers, acreage and square footage of the impacted property be provided prior to the meeting. In order for the meeting to be productive, we request that the acreage of each affected parcel be provided as soon as possible.

This information is crucial for us to review prior to the meeting so that we will be able to ask appropriate questions and get needed clarification.

We view this as a high priority and we would like to meet as soon as possible. Please let us know when the appropriate UDOT personnel would be available to meet and when we can review the acreage and square footages of the Traverse Mountain property that will be impacted.

Respectfully,



Stephen L Christensen

cc: Paul Drecksell, Parr Waddoups Brown Gee Loveless

March 21, 2008

Via e-mail and Federal Express

Mr. David Nazare
Mr. Doug Bassett
Mr. Dan Avila
UDOT Region Three
658 North 1500 West
Orem, Utah 84057
Email: dnazare@utah.gov
dbassett@utah.gov
davila@utah.gov

Re: 2005 Cooperative Agreement of Intent

Gentlemen:

As you are aware, this firm represents Traverse Mountain Commercial Investments, LLC, Fox Ridge Investments, LLC, Mountain Home Development Corporation, and their affiliated entities (collectively, "Traverse Mountain" or the "Companies").

UDOT recently notified Traverse Mountain that it intends to hold open houses between March 25 and 27, 2008, for the purpose of explaining and gathering public comments on UDOT's currently preferred alternative for modifying SR-92. While we do not know the exact information that UDOT will present at these meetings, Traverse Mountain would be very troubled if UDOT suggests in any manner that it intends to violate Traverse Mountain's vested rights arising by reason of its current land use approvals and pursuant to the *2005 Cooperative Agreement of Intent* between UDOT, Lehi City, and Traverse Mountain (the "2005 Agreement"), a copy of which we have previously provided to your office. Accordingly, I write to once again remind UDOT that any modification to SR-92 must comport with Traverse Mountain's vested rights and UDOT's obligations under the 2005 Agreement.

Pursuant to the 2005 Agreement, Traverse Mountain provided millions of dollars worth of real property and improvements to facilitate the commitments that UDOT and Lehi City made to Cabela's, as well as the improvement of SR-92 and surrounding roads and facilities. In exchange, UDOT and Lehi City promised and represented, among other things, that Traverse Mountain "will have access to SR-92 (Alpine Highway)" at certain defined intersections (the "Intersections"), see 2005 Agreement ¶ 8, and that the "rights of access granted [in the 2005

Mr. David Nazere
Mr. Doug Bassett
March 21, 2008
Page 3 of 4

Given the foregoing, the elimination of any of the Intersections or other modifications to SR-92 that eliminate or impair full access to Traverse Mountain cannot be taken lightly, and Traverse Mountain understandably will require UDOT and Lehi City to honor the 2005 Agreement and/or provide alternative access solutions for the Traverse Mountain development that are acceptable to Traverse Mountain and that accommodate the project's apparent need for access to both SR-92 and I-15.

Nothing in this letter should be interpreted to be a waiver of any of Traverse Mountain's rights, including without limitation those rights granted by the 2005 Agreement, with all such rights expressly reserved. As we have explained, however, Traverse Mountain is willing to discuss with UDOT its proposed modifications to SR-92 if such modifications are completed in a manner acceptable to Traverse Mountain. Towards that end, Traverse Mountain sent UDOT an email dated January 25, 2008 (the "Email"), and a letter dated January 30, 2008 (the "Letter"), copies of which are attached hereto. The Email and Letter sought additional information about UDOT's plans, and expressed various Traverse Mountain concerns based on our then understanding of UDOT's proposal for SR-92. Since that time, UDOT has provided some additional information about proposed SR-92 modifications, but it has not fully responded to the Letter or the Email.

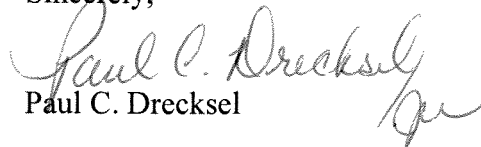
As Traverse Mountain explained in the Letter, we are particularly troubled by the lack of an Express Lane exit at Morning Glory Road (1200 West). Most visitors headed to Traverse Mountain will approach from the West, and they will naturally expect that they should be in the left lane in order to make a left turn into Traverse Mountain. When drivers make that mistake, as many inevitably will, they will be caught in the trap lane, they will miss the sole Traverse Mountain exit currently proposed by UDOT (Triumph Blvd.), and their next opportunity to turn around will not be until Suncrest. Such a plan does not provide Traverse Mountain with its contractual guarantee of "**full access** on both the north and south sides of SR-92 consistent with the development plans of [Traverse Mountain]." To address this issue, we suggested in the Letter extensive signage and an additional eastbound exit at Morning Glory to allow drivers on the Express Lane portion of the reconstituted SR-92 more than one access to Traverse Mountain. While Traverse Mountain has a contractual right to full access consistent with Traverse Mountain's development plans, and thus could insist that UDOT install an Express Lane exit at all four of the Intersections, we have previously indicated that exits at Triumph and Morning

Mr. David Nazere
Mr. Doug Bassett
March 21, 2008
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Glory would be acceptable, subject to reaching agreement on other relevant issues. Traverse Mountain will insist on UDOT constructing all four exits, however, if UDOT attempts to proceed with a plan that disregards the 2005 Agreement or with a configuration having only one Express Lane exit leading to Traverse Mountain.

The foregoing issue is just one of many concerns Traverse Mountain has expressed in the Letter and Email and in other communications with UDOT, and we would like to discuss with UDOT how such issues can best be resolved. In addition, Traverse Mountain still needs significant information requested in the Letter and Email in order to intelligently evaluate UDOT's plans for SR-92. We therefore would like to schedule a meeting between Traverse Mountain and UDOT for the earliest possible time where such matters could be addressed. We would be happy to host such a meeting at Traverse Mountain's offices, and will make ourselves freely available to accommodate your schedules. We will look forward to hearing back from you regarding when you are available for such a meeting.

Sincerely,


Paul C. Drecksell

c: Traverse Mountain Entities (via e-mail)

From: Lori Newton
Sent: Friday, January 25, 2008 11:04 AM
To: 'Daniel Avila'
Subject: Questions

Dan,

Below is a preliminary list of questions/concerns that we have regarding the drawings you provided to Traverse Mountain depicting UDOT's proposed I-15 and SR-92 modifications. As you know from our previous communications, we are still anxious to get the square footage and acreage for all affected Traverse Mountain property, including easements, as soon as possible, as well as set up a meeting to discuss our questions and concerns about the traffic plan. Please contact me at your earliest convenience.

I-15 Freeway Right of Way:

How much on-ramp r/w and slope easements?

SR-92 Right of Way concerns:

Frontage Road:

Relocation/widening of existing intersection location
Where are the limited access lines extending to?
How much r/w in slope easements?
Grade adjustments to go under tracks
How much r/w for Fly over?

Triumph:

Additional r/w for more lanes
Retaining walls or slope easements for widening to north
Monument relocation
Relocation of sewer outfall

Canal East to Micron:

Relocation of existing Utilities
Relocation of J-4 Easement
Slope Easements
Widening at Morning Glory for additional lanes

Land to South:

Widening and slope easements
How much does UDOT need vs. what is left?

General Concern:

Relocation of water and sewer lines installed along SR-92

Thanks! Lori

Lori Newton

3/21/2008

(801) 407-6732
(801) 407-6733 fax
lorin@traversemountain.com

January 30, 2008

Dan Avila
UDOT
658 North 1500 West
Orem, Utah 84057



Dan,

RE: Traverse Mountain's Response to the Proposed SR 92 Reconfiguration

I am writing about UDOT's tentatively proposed changes to SR 92. As you have explained matters, UDOT is in a position to provide only "general" information about its plans for SR 92, and UDOT's plans are not finalized. Accordingly, the issues, concerns and recommended changes set forth below represent Traverse Mountain's preliminary attempt to identify key issues while working with changing and limited information. We therefore expect that our concerns and recommended changes to evolve over time as UDOT refines its plans and provides additional information. Below, I have identified additional information that Traverse Mountain wishes to review. Our concerns and recommended changes undoubtedly will change as UDOT provides that information. Finally, nothing in this letter should be construed to waive any of Traverse Mountain's rights under existing agreements with UDOT, Lehi City, or any other party. As you know, Traverse Mountain has a number of contractual rights related to SR 92, including without limitation guaranteed access points. These rights are critical to the continued survival of Traverse Mountain, and we intend to preserve all of our contractual rights without regard to any suggestions or issues set forth in this letter.

The need for more capacity along SR 92 is well documented, and we support change that simultaneously provides additional capacity and meets the needs of local homeowners, businesses and developments like Traverse Mountain. Based on the limited information provided thus far, the proposed SR 92 reconstruction appears to have many fine elements. As you might imagine however, the Traverse Mountain development intensely relies on SR 92 functioning properly, and ill conceived revisions could be economically devastating to our development. We therefore plan to continue diligently reviewing the proposed plan, and ask that you keep us apprised as UDOT changes its plans or as additional information becomes available.

Appropriate expansion of SR 92 is needed to provide capacity for traffic traveling between I-15 and the Highland / Alpine area, and also is necessary to provide efficient ingress and egress along the corridor to the highly intense developments planned along the roadway, the largest of which is Traverse Mountain. The general concept of using express lanes appears to be an excellent solution, though some of the key operations connections are of concern.

Based on the limited information presently available to Traverse Mountain, the following describes our recommended changes to the proposed SR 92 plan. I also have identified specific information Traverse Mountain needs to better evaluate UDOT's plans

Key Issues / Concerns / Recommended Changes:

- The Express Lane connector from SR 92 to I-15 Northbound cuts across Traverse Property and seems to unduly impact the potential development of that site. Why is this connector not further west between the traditional on-ramp and the I-15. The faster speed of the

Express Connector seems to indicate that it is more appropriately located to the left, not right of the traditional on-ramp as this layout will "sandwich" the slower moving on-ramp vehicles between two higher speed flows. **The Express Lane Connector should be relocated to the west of the traditional On-Ramp.**

- The drop-lane to the Express Lane seems to be a possible source of confusion. Since the large, regional draw of Traverse Mountain commercial is to the north, naturally drivers will assume that a left turn movement is needed and should be in the left turn lane. The concern is that if a driver makes a mistake and gets caught in that trap lane, their next point to turn around is at Suncrest. **With the drop-lane concept, besides extensive signage, there needs to be an eastbound exit at Morning Glory (1200 West) to allow this confusion a closer point of return.** This exit-only eastbound ramp should be an inside left turn lane (EBL) so that the exit will only serve the traffic needing to return / enter the commercial areas to the north and therefore does not become a "short-cut" by skipping intersection for traffic traveling east and then wanting to travel south on 1200 West.

Requested Information:

I. General Design Criteria Needs

- a. Cross-sections
- b. Timing/phasing of the project
- c. Lighting
- d. Landscaping
- e. Structure aesthetics
- f. Signage for the Express lanes and Traverse Mountain
- g. Acres of land needed from Traverse Mountain
- h. Impacts/changes to existing roads that serve Traverse Mountain (Frontage Road/Triumph/Morning Glory)
- i. Grades along the routes modified
- j. Drainage Plan / Pond location and sizes
- k. How are Heavy Vehicles being treated (are they allowed on the Express lanes)?
- l. Shoulders on Express lanes or does a flat tire block the route?

II. I-15 Interchanges

General - Need additional information for all three interchanges about the specific Drawing Plans/aesthetics/ connections to frontage roads/timing of the interchanges/funding/Signage

- a. New Lehi North Interchange
 - i. Will this be built prior to the SR 92 reconstruction (when)?
 - ii. Is the funding in place and has this interchange been officially agreed to?
 - iii. How is the interchange connected to the frontage road and how does Traverse Mountain Blvd tie to the interchange, i.e. the roadway plan to the east of the new interchange?
- b. SR 92 Interchange
 - i. Operational issues. In earlier conversations with UDOT for the I-15 project, it was stated that the interchange failed, how has this changed?
 - ii. Why is the express connector to I-15 North passing to the east of the traditional ramp? This cuts across Traverse Mountain Property. It seems more prudent to put this between the on-ramp and I-15 since the Express traffic is traveling at 50+ mph and therefore the higher speed traffic is to the left as in traditional on-ramps. Is this for cost savings reasons to shorten the structure or is there a traffic reason??

- iii. Any closure time expected during construction??
- iv. What signage is planned for Express Lane Awareness?
- c. 1200 West / MVC Connection
 - i. Will the widening of 1200 West from the interchange to SR 92 as a 5-lane roadway correspond with the Interchange reconstruction?

III. SR 92 Segments

General - Need additional information for the SR 92 corridor including the specific Drawing Plans/aesthetics/ landscaping/lighting/timing of the staging, when will each section be built/funding/SIGNAGE/Cross-sections of SR 92 and the intersection approaches/retaining wall location and heights/slopes. Also, how was a single Express lane in each direction determined instead of two lanes and what shoulders are planned for disabled vehicles?

- a. I-15 to Frontage Road
 - i. The proposed express lane appears to help in the westbound direction but does not seem to improve eastbound traffic flow for this section. What operational characteristics are seen at the Frontage Road and Interchange?
 - ii. Has there been discussion of the southern approach of the Frontage Road being restricted to a right-in / right-out since the Triumph Blvd South serves the same area?
 - iii. According to the plan scale, the Express lanes go under the Railway and then over the frontage Road in a distance of 400 feet. Provide grade change information on how this design is accomplished.
 - iv. Heavy Truck mitigation. How are Heavy trucks being accommodated along the SR 92 corridor and how are they being discouraged/re-routed to reduce their impacts on capacity?
 - v. Is the Frontage Road approach being reconstructed?
- b. Frontage Road to Triumph
 - i. Grade – does the Triumph Intersection get relocated elevation wise?
 - ii. Is there any additional ROW / widening of Triumph at the SR 92 intersection?
 - iii. Signage to entrance of Express Lane
 - iv. Cross-section / profiles
 - v. Where are the Heavy Vehicles allowed?
- c. Triumph to Road B
 - i. Are there any concerns of weaving for the westbound Express Lane exit? If they are exiting here, it is to access Traverse Mountain or continue west or get to I-15 South. If this is the case, would it be better to bring them up in the left lane back prior to Morning Glory / 1200 West so they could take a westbound left on 1200 West if traveling to the south, or provide more weaving distances if accessing Triumph Boulevard or the Frontage Road? Or was this a conscious decision and why?
- d. Road B to Morning Glory
 - i. Add the eastbound slip-off ramp that becomes a second inside left turn lane for eastbound left turns to the north.
- e. Morning Glory to Road F
 - i. No Comments at this time

Respectfully,

Stephen L Christensen

PARR WADDOUPS BROWN
GEE & LOVELESS *A Professional Corporation*

Attorneys at Law

PAUL C. DRECKSEL
e-mail: pcd@pwlaw.com

April 1, 2008

Via e-mail and Federal Express

Mr. David Nazare
Mr. Doug Bassett
Mr. Dan Avila
UDOT Region Three
658 North 1500 West
Orem, Utah 84057
Email: dnazare@utah.gov
dbassett@utah.gov
davila@utah.gov

Re: 2005 Cooperative Agreement of Intent

Gentlemen:

I wrote to you on March 21, 2008 (my "Letter") to express Traverse Mountain's concerns about UDOT's SR-92 reconstruction plans. Thereafter, Traverse Mountain sent a representative to UDOT's SR-92 public meetings held on March 26th and 27th. Based on information provided at those meetings, I am writing to supplement the concerns expressed in my Letter.

In addition to the issues raised in my Letter, Traverse Mountain is concerned about the newly announced possibility that UDOT may permanently close the south side of the intersection of Morning Glory Road/1200 West and SR-92 (the "Intersection"). Traverse Mountain is troubled that UDOT is considering having the Intersection "T" such that: (a) drivers coming from the south on 1200 West will have to leave 1200 West and follow a circuitous route to access Morning Glory Road and Traverse Mountain, and (b) drivers leaving Traverse Mountain on Morning Glory Road will have to follow a circuitous route to head south on I-15, which is a major departure from previous proposals which show 1200 West as a direct route for drivers passing through the Intersection to I-15.



Mr. David Nazare

Mr. Doug Bassett

Mr. Dan Avila

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This new proposal is not acceptable to Traverse Mountain, and violates the 2005 *Cooperative Agreement of Intent* between UDOT, Lehi City, and Traverse Mountain (the "2005 Agreement"). In the 2005 Agreement, UDOT and Lehi City promised and represented, among other things, that Traverse Mountain "will have access to SR-92 (Alpine Highway)" at certain defined intersections, *see* 2005 Agreement ¶ 8, and that the "rights of access granted [in the 2005 Agreement] shall include **full access on both the north and south sides of SR-92 consistent with the development plans of [Traverse Mountain].**" *Id.*

When UDOT and Lehi City promised Traverse Mountain full access on both sides of such intersections, they did so expressly with respect to the Intersection at Morning Glory Road, which is described as Road "C" therein. As a result, proceeding with a route that closes the south side of the Intersection would be a clear breach of the 2005 Agreement.

Any attempt to permanently block the south side of the Intersection would limit access to and from Traverse Mountain, with disastrous results. Traverse Mountain has a 1,000,000 square foot commercial center planned for the northeast corner of the Intersection. Hence, the Intersection will be heavily used by drivers entering and leaving Traverse Mountain. Under the newly announced proposal to block the Intersection, drivers coming from the south will be forced to do so via some route other than Morning Glory Road/1200 West. In addition, the new proposal would force drivers who are leaving Traverse Mountain via Morning Glory Road to take a circuitous route to access the southbound lanes of I-15, effectively requiring that they make a right turn onto SR-92, a left turn at the intersection opposite Road B, and then backtrack to Morning Glory Road following a time consuming, inefficient, and potentially dangerous route.

You have explained that UDOT has proposed the possible permanent closure of one side of the Intersection in response to Lehi City concerns regarding the grade of the portion of 1200 West immediately south of the Intersection. Lehi City and UDOT, however, provided a guaranty of full access on both sides of the Intersection, and did so without any mention of this newly raised issue. In addition, if the grade at that location

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truly is a concern, it could be addressed by UDOT or Lehi City simply extending the point at which the newly constructed portion of 1200 West "touches down" on the existing portions of the road. While this may add some costs to SR-92 reconstruction, it certainly is possible, and it is the obligation of UDOT and Lehi City to do whatever is necessary to ensure full access on both sides of the Intersection. Any proposal that closes the south side of the Intersection is unacceptable, and is not permitted by the 2005 Agreement.

Traverse Mountain remains anxious to meet and discuss the issues raised in my Letter and those raised above, and asks that you notify us as soon as possible to schedule such a meeting with the appropriate representatives UDOT representatives.

Sincerely,

PARR WADDOUPS BROWN GEE & LOVELESS

A handwritten signature in dark ink, appearing to read 'P C Drecksell', written over a horizontal line.

Paul C. Drecksell

c: Traverse Mountain

From: "Paul C. Drecksell" <pcd@pwlaw.com>
To: <dnazare@utah.gov>, <dbassett@utah.gov>, <davila@utah.gov>
CC: "Lori Newton" <LoriN@traversemountain.com>, "Jack Hepworth" <JackH@trave...
Date: 4/1/2008 2:46 PM
Subject: SR-92 / Traverse Mountain
Attachments: SR-92 Traverse Mountain 4.1.08 Letter.pdf

Gentlemen: Please see the attached letter, which is also on its way to you by Federal Express. We will look forward to hearing back from you about the requested meeting.

Paul Drecksell